

Established February 1845.

PRICE, \$2 PER MONTH

## Shipping

**Steamers.**

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer  
*Taichow*,  
Captain J. JORDAN, will  
be despatched for the  
above Ports on SUNDAY, the 1st of March,  
at Daylight.

For Freight or Passage, apply to  
YUEN FAT HONG,  
Agent,  
Hongkong, February 25, 1895. 320

AUSTRO-HUNGARIAN LLOYD'S  
STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO  
BOMBAY, ADEN, SUEZ, PORT

AD, AND TRIE

(Taking Cargo at through rates to CAL  
CUTTA, PERSIAN GULF, BLACK  
SEA, LEVANT and AFRICAN PORTS.)


The Co.'s Steamship  
 Captain G. CATICE, will be  
despatched as above  
on MONDAY, the 2nd March, at Noon  
instead of as previously notified.  
For further Particulars, regarding Freight  
and Passage, apply to the AGENTS of the  
Company, PRYA CENTRAL, entrance from  
Chinese Street.

O. BACHRACH,  
Agents.

Hongkong, February 24, 1885. 31

**NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED**

FOR BATAVIA, SAMARANG AND  
SOURABAYA, VIA SAIGON  
AND SINGAPORE.

The Co.'s Steamship,  
 Celebes,  
Captain DE HAAN, will be  
despatched as above or  
or about the 2nd March.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, February 23, 1885. 30

Q. B.

*Agent.*

Hongkong, February 24, 1885. 31

**NETHERLANDS INDIA STEAM  
NAVIGATION COMPANY, LIMITED**

**FOR BATAVIA, SAMARANG AND  
SOURABAYA, VIA SAIGON  
AND SINGAPORE.**

The Co.'s Steamship,  
*Colches*,  
Captain de HAAN, will be  
despatched as above on  
or about the 2nd March.

For Freight or Passage, apply to  
**JARDINE, MATHESON & Co.,**  
*Agents.*

Hongkong, February 23, 1885. 30

**STEAM TO NAGASAKI, KOBE AND  
YOKOHAMA.**

(Passing through the INLAND SEA.)

The P. & O. S. N. Co.  
Steamship  
*Therapin*,  
Capt. NASTES, will leave  
for the above places on FRIDAY, 6th  
March, at Daylight.

N. Co.'s Office,  
February 24

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY & FOOCHEE  
(SHARP PEAK.)

The Departure of the  
Co's Steamship  
*Vernon*,  
Captain TITZEL, for the  
above Ports, is POSTPONED till further  
Notice.

For Freight or Passage, apply to  
DOUGLAS LAPEAKE & Co.,  
General Managers.  
Hongkong, February 23, 1885.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR PORT DARWIN, THURSDAY  
ISLAND, COOKTOWN,  
TOWNSVILLE, BRISBANE, SYDNEY  
MELBOURNE, &c.

The Steamship  
*Taiwan*,  
Capt. ARTHUR, will have  
a quick despatch.

This Vessel has unusually good Cabin  
Accommodation, situated amidships, upon  
the upper deck.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, February 17, 1885.

UNION LINE.

FOR YOKOHAMA AND HIOGO.

The Steamship  
*Mosco*,  
Captain TITZEL, due on  
or about the 4th March  
next, will have immediate despatch for the  
above Ports.

For Freight or Passage, apply to  
RUSSELL & Co.,  
Agents.  
Hongkong, February 27, 1885.

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.L.I. American Bark  
*Crecent*,  
Capt. J. H. ...

for the above

For Freight, apply to  
**RUSSELL & Co.**  
 Hongkong, February 10, 1886. 22

**FOR SAN FRANCISCO.**  
 The 3/3 L.I.I. American Ship  
*Commodore*  
**BLANCHARD**, Master, will load  
 here for the above Port, and  
 will have quick despatch.  
 For Freight, apply to  
**RUSSELL & Co.**  
 Hongkong, February 3, 1886. 19

## For Sale.

## FOR SALE.

## FAIRBANKS' SCALES.

DEVON'S NONPAREIL KEROSINE OIL.

PAINTS AND OILS, TALLOW AND TAR, PITCH AND ROSIN.

## AN INVOICE OF PARLOUR AND COOKING STOVES.

## EX LATE ARRIVALS.

CHATEAU MARGAUX.  
CHATEAU LA TOUR, pints & quarts.  
1865. GRAVES, " "  
BREAKFAST OLIVET, " "

SACCON'S MANZANILLA & AMON-  
TILLADO.

SACCON'S OLD INVALID PORT  
(1848).

## HUNT'S PORT.

1 and 3-star HENNESSY'S BRANDY.  
COGNAC'S BRANDY.  
FINEST OLD BOURBON WHISKY.  
KINABAN'S LL WHISKY.  
ROYAL GLENDEER WHISKY.  
BOORD'S OLD TOM.  
E. & J. BERRY'S IRISH WHISKY.  
ROSE'S LIME JUICE CORDIAL.  
NOLAN PRAT & Co.'s VERMOUTH.  
JAMESON'S WHISKY.  
MARSALE.  
EASTERN CIDER.  
CHARTREUSE.  
MARASCHINO.  
OURAGAO.

BASS'S ALE, bottled by CAMERON and  
SAUNDERS, pints and quarts.  
GUINNESS'S STOUT, bottled by E. &  
J. BERRY, pints and quarts.  
DRAUGHT ALE and PORTER, by the  
Gallon.  
ALE and PORTER, in hogheads.

MILNER'S PATENT FIRE-PROOF  
SAVES, CASH AND PAPER  
BOXES, at Manufacturer's Prices.

## Sole Agents for

MESSRS. TURNBULL, JNR., AND  
SOMERVILLE'S.

## MALTESE CIGARETTES.

MACFARLANE, FRICKEL & Co.

Hongkong, January 8, 1885. 40

## FOR SALE.

## JULES MUMM &amp; Co.'s

CHAMPAGNE,  
Quarts.....\$20 per Case of 1 doz.  
Pints.....\$21 " " 2 "

Dubos Brères & Co. of Gerson & Co.'s  
BORDEAUX CLARETS AND  
WINE.

Baxter's Celebrated 'Barley Brew'  
WHISKY, \$71 per Case of 1 doz.  
GIE & LIVINGSTON & Co.

Hongkong, July 18, 1884. 1187

## FOR SALE.

## EXTRA FINE QUALITY

FRÉCHET BUTTER,  
BRAND 'DUC DE NORMANDIE',  
—THE OLDEST BUTTER  
PACKING ESTABLISHMENT IN NORMANDY.

IN 1 lb tins and Cases of 48 tins each.  
Sold in quantities of not less than one  
dozen tins, at \$6 per Dozen.  
Reduction made to Purchasers of one  
case and upwards.

G. R. LAMBERT,  
Sole Agent.

Hongkong, October 4, 1884. 1683

## To Let.

## THE VICTORIA EXCHANGE,

suitable for a Large Store, for Shops,  
WAREHOUSES or MERCHANTS' OFFICES;  
with or without GODOWNS and DWELLING  
HOUSES, or the Premises can be subdivided  
to suit TENANTS.

Apply to  
A. S. WATSON & Co.

Hongkong, February 10, 1885. 243

## TO LET.

## 'COLLEGE CHAMBERS' (late HOTEL

DE L'UNIVERS), Single Rooms or  
SUITES of APARTMENTS.  
Nos. 4 and 18, HOLLYWOOD ROAD,  
No. 25, PRAYA CENTRAL.  
No. 44, GRAHAM STREET.

Apply to  
DAVID SASSOON, SONS & Co.

Hongkong, December 24, 1884. 2165

## STORAGE.

## GOODS RECEIVED ON STORAGE IN

Godowns on his New Premises in  
DUNDRELL STREET, next to the ORIENTAL  
BANK.

G. R. LAMBERT,  
Sole Agent.

Hongkong, December 27, 1884. 2178

## TO LET.

## NEW BUNGALOW—FURNISHED, at

Mount Kellett Spur. Five Rooms,  
LARGE BATHROOM, OUT HOUSE, TENNIS  
COURT.  
Possession from April.

Apply to  
JOHN D. HUTCHISON,

24, Stanley Street.  
Hongkong, February 14, 1885. 259

## To Let.

## TO LET.

THE DWELLING HOUSE, No. 3n,  
CAINE ROAD. Possession from 1st  
January, 1885.

Apply to  
DOUGLAS LAFRAIK & Co.

Hongkong, December 23, 1884. 2164

## TO LET.

No. 3, West TENHACE. Entry from  
1st March.

Apply to  
G. C. ANDERSON,

Hongkong, February 19, 1885. 286

## TO LET.

THE LARGE and COMMODIOUS HOUSE  
at Kowloon known as 'Belvue'.  
With Garden and Tennis Courts attached.  
Entry at once.

Apply to  
G. C. ANDERSON,

Hongkong, February 20, 1885. 292

## TO LET ON LEASE.

TENEMENTS WANTED for the following  
TENEMENTS:

Nos. 88 to 102, QUEEN'S ROAD EAST.

" 15 " 22, PRAYA.

" 1 " 14, TAI-WONG LANE.

" 1 " 27, TAI-WONG STREET.

" 2 " 28, SHING STREET.

" 2 " 29, SHING STREET.

The Property will be put in thorough  
Repair. Entry from 1st April.  
Tenants to be lodged with the Under-  
signed on or before 20th March.  
For further particulars, apply to

G. C. ANDERSON,

Hongkong, February 20, 1885. 291

## To-day's Advertisements.

## HONGKONG &amp; SHANGHAI BANKING

CORPORATION.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-  
Year ending 31st December, 1884, at  
the rate of (\$2) TWO POUNDS STERLING per  
Share of \$125, is PAYABLE on and after  
MONDAY, the 2nd March, at the Offices  
of the Corporation, where Shareholders are  
requested to apply for Warrants.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, February 28, 1885. 343

## NOTICE.

AN ADJOURNED GENERAL MEETING  
of the HONGKONG AMATEUR  
ATHLETIC CLUB will be held at the  
REGISTRATION CLUB on TUESDAY NEXT,  
the 3rd March, to elect Stewards and  
Committee, and arrange the Programme of  
Events for the Coming Meeting.

ERNEST R. WOOD,  
Hon. Secretary.

Hongkong Amateur Athletic Club.  
Hongkong, February 28, 1885. 350

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship  
"Stellar," Capt. EDWARDS, will be  
despatched as above on  
WEDNESDAY, the 4th March.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, February 28, 1885. 346

## To-day's Advertisements.

## INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

## FOR SHANGHAI.

(Taking Cargo & Passengers at through rates  
for CHEFOO, TIENTSIN, HANKOW  
and Ports on the YANGTZE.)

The Co.'s Steamship  
"Foolang," Captain HOON, will be  
despatched as above on  
MONDAY, the 2nd Proximo, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, February 28, 1885. 344

## FOR LONDON VIA SUEZ CANAL.

The Steamship  
"Gleam," Captain HOON, will be  
despatched as above on  
TUESDAY, the 3rd Proximo, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, February 28, 1885. 345

## FOR CHEFOO AND TIENTSIN.

The Steamship  
"Picnic," Captain HOON, will be  
despatched as above on  
TUESDAY, the 3rd Proximo, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, February 28, 1885. 345

## FOR MANILA (DIRECT).

The Spanish Steamship  
"Antonio Maura," Captain HOON, will be  
despatched as above on  
TUESDAY, the 3rd Proximo, at 5 p.m.

For Freight or Passage, apply to  
REMEDIOS & Co.,  
Agents.

Hongkong, February 28, 1885. 342

## DOUGLAS STEAMSHIP COMPANY,

LIMITED.

## FOR SWATOW, AMOY &amp; FOCHOW

(SHARP PRAK.)

The Co.'s Steamship  
"Douglas," Captain HOON, will be  
despatched as above on  
WEDNESDAY, the 4th Proximo,  
at Daylight.

For Freight or Passage, apply to  
DOUGLAS LAFRAIK & Co.,  
General Managers.

Hongkong, February 28, 1885. 349

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be responsible for any  
Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

ABERDEEN, British steamer, Capt. Thomas  
Somerville—Arnold, Karberg & Co.

ANNA RIEBER, German barque, Capt. H.  
Paulsen—Wolfer & Co.

GOODELL, American barque, Capt. Wm.  
R. Hagan—Adams, Bell & Co.

JESSE OSBORNE, British ship, Captain J.  
Wilson—Carlitz & Co.

MELROSE, British barque, Captain Light-  
body—Melchers & Co.

NALIE M. STADE, American schooner,  
Capt. D. Gould—Arnold, Karberg & Co.

SAMAR, American ship, Capt. Oliver O.  
Jones—Adams, Bell & Co.

TRENGGORA, British ship, Captain A.  
Cann—Douglas Lafraik & Co.

Hongkong, February 28, 1885. 340

## Vessels Advertised as Loading.

Destination. Vessels. Captain. Agents. Date of Leaving.

Batavia, &c., via Saigon. Celebes (s). de Han. Jardine, Matheson & Co. About March 2.

Chefoo and Tientsin. Piccola (s). Nissen. Melchers & Co. March 3, at 4 p.m.

London, via Suez Canal. Gleam (s). Park. Jardine, Matheson & Co. March 3, at 3 p.m.

London, &c., via Suez Canal. Bokhara (s). H. Waghell. P. & O. S. N. Co. March 3, at 4 p.m.

London, via Suez Canal. Stentor (s). Stentor & Co. Butterfield & Swire. March 4.

Manila. Antonio Muñoz (s). Isoro. Remedios & Co. March 3, at 5 p.m.

Marselles, &c., via Saigon. Saghalien (s). Homery. Messageries Maritimes. March 10, at noon.

Nagasaki, Kobe and Yokohama. Teheran (s). Nantes. P. & O. S. N. Co. March 6, at daylight.

New York. Crescent. Ruland. Russell & Co. Quick despatch.

San Francisco, via Yokohama. San Pablo (s). O. & O. S. S. Co. March 3, at 3 p.m.

San Francisco. Commodore. Russell & Co. Quick despatch.

Shanghai. Fooking (s). Hoag. Jardine, Matheson & Co. March 2, at 4 p.m.

Swatow and Bangkok. Taichow (s). James Jordan. Yuen Fat Hong. March 1, at daylight.

Swatow and Chefoo. Bellona (s). Melchers & Co. Quick despatch.

Swatow, Amoy and Fochow. Douglas (s). M. Young. Douglas Lafraik & Co. March 4, at daylight.

Swatow, Amoy and Fochow. Namica (s). Pitman. Quick despatch.

Sydney and Melbourne, &c. Taiwan (s). Arthur. Butterfield & Swire. Quick despatch.

Trieste, &c. Elektra (s). C. Catlich. March 2, at noon.

Yokohama and Hiogo. Messer (s). Titick. Russell & Co. Quick despatch.

Hongkong, February 28, 1885. 340

## SHARE LIST.—QUOTATIONS.

Feb. 28, 1885.

Stocks. No. of Shares. Value. Last up. Position per last report. Closing Quotations, Cash.

Hongkong and Shanghai Bank Corporation. 60,000. 125. 125. 4,400,000. 51,443. 125 per cent. prem. buyers.

INSURANCE.

North-China Insurance Company, Limited. 5,000. 20. 20. 100,000. 540,107. 125. 250 per share.

Yonghe Insurance Company, Limited. 8,000. 2. 2. 20,000. 406,329. 2400.

Union Insurance Society Company, Limited. 2,000. 125. 125. 334,000. 167,381. 524.

China Trade Insurance Company, Limited. 24,000. 25. 25. 600,000. 493,609. 522.

Canton Insurance Office Company, Limited. 10,000. 25. 25. 250,000. 101,069. 970.

Chinese Insurance Company, Limited. 1,600. 1,000. 200. 28,111. 5673.

Hongkong Fire Insurance Co., Limited. 8,000. 250. 250. 2,000,000. 207,568. 07.

China Fire Insurance Company, Limited. 20,000. 100. 100. 2,000,000. 101,069. 970.

STEAM COMPANIES.

H. K. and M. Steamship Co., Limited. 8,000. 100. 100. 213,000. 34,638. 228 prem. ex. div., sellers.

Indo-China S. N. Co., Lt. 60,000. 10. 10. 600,000. 30. 30 discount.

China and Manila S. S. Company, Limited. 3,500. 100. 100. 350,000. 30. 30 discount do.

MISCELLANEOUS.

Hongkong & Whampoa Dock Co., Limited. 10,000. 125. 125. 12,500. 6,081. 96 48 per cent. ex. div.

H. K. and China Gas Company, Limited. 1,000. 10. 10. 10,000. 100. 100 per share.

New Shares. 1,000. 10. 10. 10,000. 100. 100 per share.

Hongkong Hotel Co., Lt., 3,000. 100. 100. 300,000. 100. 100 per share.

China Sugar Company, Limited. 1,000. 100. 100. 100,000. 100. 100 per share.

Hongkong Ice Company, Limited. 1,250. 100. 100. 125,000. 100. 100 per share.

Hongkong Bakery Company, Limited. 600. 100. 100. 60,000. 100. 100 per share.

Luzon Sugar Company, Limited. 7,000. 100. 100. 700,000. 100. 100 per share.

Perak Tin Mining & Smelting Co., Limited. 2,000. 100. 100. 200,000. 100. 100 per share.

Selangore Tin Mining Co., Lt. of Shanghai. 2,000. 100. 100. 200,000. 100. 100 per share.

Hongkong Rope Manufacturing Co., Limited. 5,000. 100. 100. 500,000. 100. 100 per share.

LOANS.

Chinese Imperial 1874. 6,276. 100. 100. 627,600. 100. 100 per share.

" 1877. 16,040. 100. 100. 1,604,000. 100. 100 per share.

" 1878. 3,899. 100. 100. 389,900. 100. 100 per share.

" 1881. 8,665. 100. 100. 866,500. 100. 100 per share.

Sugar Debentures, 1880. 500. 100. 100. 50,000. 100. 100 per share.

## SHIPPING.

## ARRIVALS.

February 28, 1885.

Douglas, British steamer, 986. M. Young.

Sharp Peak February 24. Amoy 25, and  
Swatow 27. General.—DOUGLAS STEAMSHIP  
CO.

Yangtze, British steamer, from Wham-  
poa.

Anna Sibbin, German barque, 604. A.  
Paulsen, Quinhon February 13. Salt-  
Weller & Co.

## DEPARTURES.

February 28.

Olympia, for Tientsin.

Merchandise, for Yokohama.

Swift, British gun-vessel, for Shanghai.

husan, for Shanghai.

Fung Ching, for Shanghai.

Melita, for Whampoa.

Diamond, for Manila.

Edison, for Swatow.

Dentschland, for Rangoon.

## CLEARED.

Glücksburg, for Amoy.

Taichow, for Swatow.

## PASSENGERS.

ARRIVED.

For Douglas, from Coast Ports, Messrs  
T. Phillips and King, and 45 Chinese.



## MOSBY AND CLEVELAND.

We find the following in the *Alexandria Gazette*:  
 "So many persons have asked me about the relations of Col. Mosby with the late administration as to suggest a public notice. Undoubtedly the change of party rule on the 4th of March will be a critical point in his career, and those who know him are anxious to learn what sort of a commentary his next move will be upon his past life."

They have seen him battling in defence of the Southern Confederacy with a self-devotion no one has been found to call in question. They have seen him willingly sacrifice popularity and wealth in an effort to restore peace and to save the South from the oppressive misrule and other evils which its continued hostility to the federal government was provoking from an enemy who wished to be magnanimous. They have seen him refusing all offers of place and power at the hands of his party, and, though impoverished by the sacrifice he had made, next, when Grant had returned to private life, and debts had accumulated, they saw him forced by personal honor to accept employment in exile into thousands of miles from home. How he now stands himself, having down resails in office and humbly performing his duties, is sufficiently learned from the fact that the House of Representatives at the last session increased his salary. *Congressional Record*, pages 419-22.

It is in charge of the appropriation bill. "Take the consulate at Hongkong, where the consul is now receiving \$4,000 per annum, which salary is by this bill increased to \$5,000, in recognition of the admirable work he has performed at there."

"The consulate at Hongkong is complete and perfect." But death only can make it certain that a great record will not be spoiled. Now comes a new crisis. He has allied himself by convention with a political party which is about to surrender the reins of government. Yet many circumstances render it feasible for him to avoid a return to poverty and hardship. There is serious talk of keeping all faithful officers at their posts. The new-comers are those for whom he fought and bled so often. A word or two would arrange matters. Even those who know his conscientiousness the best do not see why he may not say such a word, or, at least, take the benefit of a discreet silence, and they know not what to expect. Perhaps the following extracts from a letter dated Nov. 17th will give them some light on the subject:

"I wish it to be understood that I have no apologies or recantations to make and no favors to ask of the nation. I am not a democrat or a republican, but I am a man of the world, and I am perfectly aware that you are a democrat and I respect your feelings as such."

That's the sort of a man Col. Mosby is; and if the people prefer smugling hypocrites, time servers and demagogues, it is no more than all history would lead one to expect. If they persecute him whom their own conscience prevents them from understanding, he can endure it without requitals or complaints, with a serene consciousness of pure and lofty aims, and possibly a casual recollection that it was not the least of all the world's crowns of glory which was not of theirs. *Alexandria, Va., January 12.*

**SIR ALBERT SASSOON AT HOME.**  
 The *World*, in an article on Sir Albert Sassoon, G.C.S.I., has the following:—  
 "The town house of Sir Albert Sassoon is in many respects a representative dwelling. It was not actually built for him, but was so altered from the original design that it is in a large measure his own. It is a fine specimen of the town house of old English families, with their family pictures, antique silver, and furniture of various periods. It is an interior devised with a thorough regard to convenience as well as beauty and comfort for splendid entertainments. As instances of these qualities may be cited the superb ball-room and the grand staircase, as well as rooms for smoking at the top and bottom of the house, and fires burning in every bath-room. The house is not thoroughly understood in this country, where otherwise luxurious houses often have bath-rooms like graves. The Sassoons take a natural pride in their London home, and especially in the dining-room, which has a certain historic interest. On the corner of the house, in the kitchen, is a private apartment built for and occupied by the Prince of Wales in the International Exhibition at Paris in 1878. This 'pavilion,' as it was then called, was bought as it stood by Sir Albert Sassoon, and translated to Kensington. The work was done in a beautifully carved and inlaid with ebony and ivory. The dado is rather high, and above this are six large panels of tapestry, made at the royal works at Windsor, illustrating Shakespeare's 'Merry Wives.' The walls are covered with tapestry, made at the same manufactory—a portrait of the Queen, after Her Majesty's favorite picture by Angeli, the original of which hangs behind her chair in the octagonal oak-room at Windsor Castle, and has been seen by the presentation to those whom she deigns to honour. At the end of the room is D'Almeida's bust of the Princess of Wales, also from the Paris Exhibition."

There are, doubtless, people who will think that there is at least a deficiency of loyalty among the Sassoons, but their devotion to the head of the State, under whose protection their wealth and importance have increased tenfold, is not a hundredfold, is only a liberal expression of gratitude. Moreover, Sir Albert Sassoon has received many distinct marks of royal favour. He has been made a Companion of the Star of India, and honoured by royal visits, not only at Bombay, but in London and Brighton. When the grand ball was given at Kensington Gore in 1880 to the Prince of Wales, the ball mistress, both of which are landmarks and ample for purposes of entertainment, were—supposedly—adorned. The hall formed a grotto with a cascade, a pond, and water-lilies, and the great balcony or landing, on the first floor, was transformed into a terrace and a rose garden. In the following year, on July 5th, an odd incident arose out of the visit of the Prince and Princess of Wales to Brighton to open the Children's Hospital there. They came to luncheon at Sir Albert Sassoon's, No. 1 Eastern Terrace, and a letter had been sent, saying that the writer was aware of a plot to blow up the house. The letter was shown to the police authorities, and due precautions were taken. Of course nothing of an explosive nature occurred, but after luncheon Sir Albert Sassoon showed the letter to the Prince of Wales, who said in his quiet way, 'Tell him, Sir Albert, that this is the 21st of July, and not the 1st of April.'

On an ordinary guest night at Kensington Gore the appearance of the staircase with its gilt balustrade is very brilliant, if not so remarkable as when cascades of multicoloured flowers appear between the balustrade and the floor, and above the half covered with water-lilies. To persons of artistic as well as of business taste it is delightful to find on the first landing-place four superb pictures in tapestry after the manner of Gerard, representing in the style of that great painter the four seasons. The softness of tapestry unfortunately restricts its use, for as a wall decoration it has over oil painting the immense advantage of not reflecting light. The great white and gold drawing-room is charming in its dainty style with sage-green and pink panels and furniture, all of silk brocade like the curtains. The little drawing-room is apparently constructed for blondes, for it is entirely in blue. Floor after floor is decorated in various styles, and the house is throughout a picture of what a house should be in elegant decoration and skilful workmanship. Whether 'God's words,' as Charles Reade called them, are left unaltered to display their own beautiful texture, are imbedded, or painted after the Shobden manner, or brass-bound after the old fashion now so much in vogue, everything is perfectly finished and admirable in its way. Every here and there one comes, too, upon some article of historic or artistic interest, such as the superb clock cabinet ordered for the Empress Eugenie, and only partly finished, when came the catastrophe of Sedan; the exquisite bits of Berlin china—gifts of the Empress of Germany; or the superb golden box in which the freedom of the city of London was presented to Sir Albert Sassoon, who in the same year, 1873, had already been knighted by the Queen. And high and low are magnificent specimens of antique Chinese and Japanese work, massive bronzes of rare form and of workmanship no longer attempted, present or absent, and, finally, a choice porcelain, many pieces of the latter being of immense size as well as beauty. Altogether the house of Sir Albert Sassoon reveals at every step the refined taste and practical good sense which create a home comfortable to live in, and at the same time spacious enough for the grand entertainments for which it is justly celebrated.

**IMPORTANT TRADE MARK CASE.**—A curious difference between English and Continental law has again been made clear by the decision given by the Tribunal de Commerce of Brussels, which has decided in favor of the English dealer who sold their extract of meat in Belgium as Baron Liebig's brand, placing a photograph of the late Baron Liebig on their jars against the expressed will of the present Baron Liebig and the Liebig Company, are established as the only genuine Liebig, or the late Baron Liebig, or the photograph, the exclusive use of which had been granted by Baron Liebig to the well-known Liebig's Extract of Meat Company. This decision confirms a former one given in Paris in favor of Liebig's Company, and has this satisfactory result for the public that in buying the Company's Extract of Meat they have an absolute guarantee of getting the genuine article, and of obtaining the genuine extract, manufactured under Baron Liebig's supervision, and a curious variety taken by English Judges that all possess extracts of meat purporting to have been made according to the so-called Liebig's process (a most vague definition) can be sold in this country under the name of Liebig's Extract of Meat, although in many cases absolutely repugnant to Baron Liebig. According to the Continental law the right of a man to dispose of his name, to be an inventor, or a celebrated man, or simply a private individual, is absolute, and in the present case there can be no doubt that the Continental buyers of extract of meat are better protected by law than English buyers. *—London Echo, Dec. 31st, 1884.*

**WHAT IS THIS DISEASE THAT IS COMING UPON US?**  
 Like a thief at night it steals in upon us unawares. Many persons have pains about the chest and sides, and sometimes in the back. They feel dull and sleepy; the mouth has a bad taste, especially in the morning; a sort of sticky saliva collects about the teeth. The appetite is poor. There is a feeling like a heavy load on the stomach; sometimes a faint all-gone sensation at the pit of the stomach which food does not satisfy. The eyes are sunken, and the face has a yellowish or greenish tinge. After a while a cough sets in at first dry, but after a few months it is attended with a greenish colored expectoration. The afflicted one feels tired all the while, and sleep does not seem to afford rest. After a time he becomes nervous, irritable, and gloomy, and has evil forebodings. There is a giddiness, a sort of whirling sensation in the head when rising suddenly. The bowels become constipated; the skin is dry and hot at times; the blood becomes thick and stagnant; the white of the eyes becomes tinged with yellow, the urine is scanty and high-colored, depositing a sediment after standing. There is frequently a spitting-up of the food, sometimes with a sour taste, and sometimes with a sweetish taste; this is frequently attended with palpitation of the heart; the skin becomes impaired with spots before the eyes; there is a feeling of great prostration and weakness. All of these symptoms are in turn present. It is thought that nearly one-third of our population has this disease in some of its varied forms. It has been found that medical men have mistaken the nature of this disease. Some have treated it for a liver complaint, others for kidney disease, etc., but none of the various kinds of treatment have been attended with success, because the remedy should be such as to not harmlessly upon each one of these organs, and upon the stomach as well; for in Dyspepsia (for this is really what the disease is) all of these organs partake of this disease and require a remedy that will act upon all of them. Such is the Curative Syrup which has a charm in this class of complaints, giving almost immediate relief. The following letters from chemists of standing in the community where they live show in what estimation the article is held:—

John Archer, Harthill, near Sheffield:—  
 "I can cordially recommend it to all who may be suffering from liver or kidney complaints, having the testimony of my customers, who have derived great benefit from the Syrup and Pills. The sale is increasing wonderfully."  
 Geo. A. Webb, 141, York Street, Belfast:—  
 "I have sold a large quantity, and the patients have testified to its being what you represent it."  
 J. S. Matfield, 55, Highgate, Kew:—  
 "I have always great pleasure in recommending the Curative Syrup, for I have never known a case in which it has not

relieved or cured, and I have sold many grosses."  
 Robt. G. Gould, 27, High Street, Andover:—  
 "I have always taken a great interest in your medicines and I have recommended them, as I have found numerous cases of cure from their use."  
 Thomas Chapman, West Auckland:—  
 "I find that the trade steadily increases. I sell more of your medicines than any other kind, and I have found numerous cases of cure from their use."  
 N. Darrell, Chin, Sault:—  
 "All who buy it are pleased, and recommend it."  
 J. B. Bullock, A.P.S., Kingsbridge:—  
 "The public seem to appreciate their great value."  
 Trueman, Market Street, Dalton:—  
 "It is not necessary for me to say that your valuable medicines have great sale in this district—greater than any other I know of, giving great satisfaction."  
 Robt. Laine, Melbourn:—  
 "I can well recommend the Curative Syrup from having proved its efficacy for indigestion many times."  
 Frederick, Altrincham, Cheshire:—  
 "Sept. 25, 1882."

Dear Sir,—Last year I sent you a letter recommending Mother Seigel's Syrup. I have very much pleasure in still being able to testify to the very satisfactory results of the Syrup and Pills. Most patients of mine who had a steady sale since I commenced, and it is still in as great demand as when I first began to sell the medicine. The cases which have come under my notice are chiefly those of liver complaint and general debility.  
 A certain minister in my neighborhood says it is the only thing which has benefited him and restored him to his normal condition of health after being unable to preach for a considerable length of time. I could mention a great many other cases, but space would not allow. A near friend of mine, who is very much addicted to costiveness, or constipation, finds that Mother Seigel's Pills are the only pills which suit his complaint. All other pills cause a reaction which is very annoying. Mother Seigel's Pills do not leave a bad after-effect. I have much pleasure in recommending again to suffering humanity Mother Seigel's Pills, which are no sham. If this letter is of any service you can publish it.

Yours very truly,  
 (Signed) William S. Glass, Chemist.  
 A. J. White, Esq.,  
 15th August, 1883.

Dear Sir,—I write to tell you that Mr. H. H. Miller, of Kew, Surrey, writes to inform me that he has suffered from a severe form of indigestion for upwards of four years, and took no end of doctor's medicine without the slightest benefit, and declares Mother Seigel's Syrup which he got from me has saved his life.

Yours truly,  
 (Signed) N. Webb,  
 Mr. White, Chemist, Calne.

**Government Notification.**  
 No. 56.  
 HARBOUR DEPARTMENT.  
 The following Rules regarding signalling at the Peak are published for general information.  
 By Command,  
 FREDERICK STEWART,  
 Acting Colonial Secretary.  
 Colonial Secretary's Office,  
 Hongkong, 17th February, 1885.

**SIGNAL STATION, VICTORIA PEAK, HONGKONG.**  
 1885. Part II. See Peak.  
 1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.  
 2. The Commercial Code of Signals for all Nations will be used at the Station.  
 3. All Signals made by vessels in the Offing will be repeated.  
 4. When Signalling to Men-of-War in the Harbour or the Offing, a White Ensign will be hoisted at the Flagstaff, and the Mast Head of the Man-of-War.  
 5. When a Steamer, or the smoke of a Steamer, is sighted, the Compass Bearing at the Yard Arm, and Distance off at the Mast Head, will be hoisted. If, when the vessel is made out, she is a Mail Steamer, the Vessel's Distinguishing Flag will be substituted for the Compass Signal, and it will be kept flying until the Ship anchors. The Distance Signal will be kept up fifteen minutes after the Steamer is made out.  
 6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign, with the Distances off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted down. The Ball will be hoisted at the Flagstaff, and the vessel anchored. The Distance Signal will be kept flying for half-an-hour, and changed at each successive half-hour to show the Distance off at those times. When the vessel is between Green Island and the North Point of Hongkong, the Distances off will be hoisted down. If the Mail Steamer is not in the Harbour when it is too dark to distinguish flags, a red light will be exhibited at the West Yard Arm, or a green light at the East Yard Arm until she anchors.  
 7. River Steamers will not be signalled. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at the Yard Arm.  
 8. If a Flag showing that an Officer of high rank is on board is hoisted, a similar Flag will be shown above the Ball, or the Flag alone will be hoisted at the Mast Head.  
 9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.  
 Note.—The Distances of vessels will be estimated from the Peak, and will be made by means of the Numerical signals are attached to the letters of the Flag.  
 H. G. THOMSON, R.N.,  
 Harbour Master, &c.

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 Hongkong, January 23, 1884. 143

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 LANE, CRAWFORD & Co.,  
 Hongkong, January 15, 1885. 151

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 Hongkong, January 4, 1887. 100

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 HOLLIDAY, WISE & Co.,  
 Hongkong, July 25, 1872. 490

**NOTICE.**  
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**THE CHINESE MAIL.**  
 THIS paper is now issued every day. The subscription is fixed at Four Dollars per annum, delivered in Hongkong, or Ten Dollars Forty Cents including postage to Coast ports.  
 It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing. The proprietors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing a large and ever-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.  
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THE Steamship **SAN PABLO** will be despatched for San Francisco, via Yokohama, on TUESDAY, the 3rd March, at 3 p.m.  
 Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.  
 All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.  
 RETURN Passages—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These advantages do not apply to through fares from China and Japan to Europe.  
 Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.  
 For further information as to Freight or Passage, apply to the Agency of the Company, No. 56A, Queen's Road Central.  
 F. E. FOSTER,  
 Agent.  
 Hongkong, February 10, 1885. 240

**STEAM FOR**  
**SINGAPORE, PENANG, COLOMBO,**  
**ADEN, SUEZ, PORT SAID,**  
**MAITA, GIBRALTAR, BRINDISI,**  
**ANCONA, VENICE, TRIESTE,**  
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 N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKAN, GULF PORTS, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **BOKHARA**, Captain H. WEIDHEIL, with Her Majesty's Mails, will be despatched from this Port for LONDON, via BOMBAY and SUEZ CANAL, on TUESDAY, the 3rd March, at 4 p.m.  
 Cargo will be received on board until 10 a.m. on the day of sailing.  
 Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.  
 Silk and Valuable for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed direct by Batavia without transhipment, arriving one week later than by the ordinary direct route via Colombo.  
 For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.  
 The Contents and Value of Packages are required to be declared prior to shipment.  
 Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.  
 Passengers desirous of insuring their baggage can do so on application at the Company's Office.  
 A. McIVER, Superintendent.  
 Hongkong, February 18, 1885. 277

**NOTICE.**  
**COMPAGNIE DES MESSEGERIES**  
**MARITIMES.**  
**PAQUEBOTS POSTE FRANCAIS.**  
**STEAM FOR**  
**SAIGON, SINGAPORE, BATAVIA,**  
**COLOMBO, SUEZ, ADEN,**  
**PORT SAID.**  
**MEDITERRANEAN AND BLACK**  
**SEAS.**  
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**LONDON AND ANTWERP.**  
 ON TUESDAY, the 10th March, 1885, at Noon, the Company's S.S. **SAGHAZEN**, Commandant HOMERY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.  
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
 Shipping Orders will be granted until Noon.  
 Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 23rd February, 1885. (Parcels are not to be sent on board; they must be left at the Agency's Office.)  
 Contents and value of Packages are required.  
 For further particulars, apply at the Company's Office.  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, February 26, 1885. 334

**WINTER TIME TABLE.**  
**THE KOWLOON FERRY.**  
**STEAM LAUNCH**  
**MORNING STAR**  
 RUNS DAILY as a FERRY BOAT between Pender's Wharf and Tai-Tai Tsui at the following hours:—This Time Table will take effect from the 1st November, 1884.

**WEEK DAYS.**  
 Leave Pender's Wharf: 6.00 A.M., 7.00 A.M., 7.30 A.M., 8.00 A.M., 8.30 A.M., 9.00 A.M., 9.30 A.M., 10.00 A.M., 10.30 A.M., 11.00 A.M., 11.30 A.M., 12.00 P.M., 12.30 P.M., 1.00 P.M., 1.30 P.M., 2.00 P.M., 2.30 P.M., 3.00 P.M., 3.30 P.M., 4.00 P.M., 4.30 P.M., 5.00 P.M., 5.30 P.M., 6.00 P.M., 6.30 P.M., 7.00 P.M., 7.30 P.M., 8.00 P.M., 8.30 P.M., 9.00 P.M., 9.30 P.M., 10.00 P.M., 10.30 P.M., 11.00 P.M., 11.30 P.M., 12.00 P.M., 12.30 P.M., 1.00 P.M., 1.30 P.M., 2.00 P.M., 2.30 P.M., 3.00 P.M., 3.30 P.M., 4.00 P.M., 4.30 P.M., 5.00 P.M., 5.30 P.M., 6.00 P.M., 6.30 P.M., 7.00 P.M., 7.30 P.M., 8.00 P.M., 8.30 P.M., 9.00 P.M., 9.30 P.M., 10.00 P.M., 10.30 P.M., 11.00 P.M., 11.30 P.M., 12.00 P.M., 12.30 P.M., 1.00 P.M., 1.30 P.M., 2.00 P.M., 2.30 P.M., 3.00 P.M., 3.30 P.M., 4.00 P.M., 4.30 P.M., 5.00 P.M., 5.30 P.M., 6.00 P.M., 6.30 P.M., 7.00 P.M., 7.30 P.M., 8.00 P.M., 8.30 P.M., 9.00 P.M., 9.30 P.M., 10.00 P.M., 10.30 P.M., 11.00 P.M., 11.30 P.M., 12.00 P.M., 12.30 P.M., 1.00 P.M., 1.30 P.M., 2.00 P.M., 2.30 P.M., 3.00 P.M., 3.30 P.M., 4.00 P.M., 4.30 P.M., 5.00 P.M., 5.30 P.M., 6.00 P.M., 6.30 P.M., 7.00 P.M., 7.30 P.M., 8.00 P.M., 8.30 P.M., 9.00 P.M., 9.30 P.M., 10.00 P.M., 10.30 P.M., 11.00 P.M., 11.30 P.M., 12.00 P.M., 12.30 P.M., 1.00 P.M., 1.30 P.M., 2.00 P.M., 2.30 P.M., 3.00 P.M., 3.30 P.M., 4.00 P.M., 4.30 P.M., 5.00 P.M., 5.30 P.M., 6.00 P.M., 6.30 P.M., 7.00 P.M., 7.30 P.M., 8.00 P.M., 8.30 P.M., 9.00 P.M., 9.30 P.M., 10.00 P.M., 10.30 P.M., 11.00